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10 SEPT 57 TOP SECRET T

DIRECTOR

25X1A [redacted]

OPS (1-2)

S/C (3)

SCH

OPERATIONAL IMMEDIATE

25X1A [redacted] 6290 (IN 26182) 2141Z 10 SEPT 57 OPERATIONAL IMMEDIATE

25X1A TO: [redacted] CITE: [redacted] 25X1A

25X1A [redacted] 10/2003Z

REF: [redacted] 2987 (OUT 68404)

Logged

25X1A

1. IN ORDER PROVIDE BEST INFO [redacted] FOLLOWING NARRATIVE REPORT SUBMITTED.

2. TAKEOFF WAS DELAYED 40 MINUTES DUE OXYGEN LEAK QUICK DISCONNECT. STILL DARK AT TAKEOFF T-33 CHASE AIRCRAFT WAS UTILIZED AND PROCEDED DIYABAKIR TO OBSERVE CONTRAILS. NO CONTRAILS PASSING DIYABAKIR SO MISSION CONTINUED. WEATHER WAS NOT A FACTOR AT ANY TIME WITH SCATTERED CLOUDS EASTERN SHORE CASPIAN BEING WORST ENCOUNTERED. NAVIGATION SUPERIOR WITH FLIGHT NO MORE THAN FOUR MILES OFF TO POINT C AND AFTER POINT L. ROUTE DEVIATION DISCUSSED

5X1A [redacted] 6289 (IN 26157).

25X1A 3. [redacted] OBSERVATIONS:

A. 20 SHIPS 4310051 35 WITH SEVERAL ROADS LEADING INLAND.

B. PIPE LINE AT POINT B. (39 48N 53 03E)

C. ORKHEUI AIRFIELDS AT TIFLIS LOADED WITH PARKED AIRCRAFT.

D. CONTRAILS FROM 491404650E TO 494404635 AND THEN TURNED

TOP SECRET

C

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25X1A

[redacted]6290 (IN 26182)

25X1A

TOWARD [redacted]. ANOTHER VICINITY 49N 45E COMING TOWARD HIM.
BOTH OBSERVED APPROX 0700Z.

25X1A

E. [redacted] UNABLE IDENTIFY AIRCRAFT ATTEMPTING INTERCEPT.

4. FOLLOWING ROUTE DATA EXTRACTED DEBRIEFING FORM AND VERI-

25X1A

FIED BY [redacted]

POINT	TIME	ALT	WX CAT
A.	0440Z	6430	1
B.	0510	6500	1
C.	0530	6520	1
D.	0615	6570	2
E.	0629	6580	2
F.	0644	6600	2

25X1A

FOUR ROUTE TO POINT L SEE [redacted] 6289.

L.	0745	6720	1
M.	0810	6740	1
N.	0812	6750	1
O.	0819	6770	1
P.	0841	6810	2
Q.	0852	6820	2
R.	0913	6850	2
HOME	1016	6890	1

5. CONTRAILS WERE OBSERVED BETWEEN 5900 AND 4000 ON LET DOWN

25X1A

AT [redacted]

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25X1A [redacted] 6290 (IN 26182)

6. ALL AIRCRAFT SYSTEMS AND EQUIPMENT OPERATED PERFECTLY.

END OF MESSAGE

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